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BIRTH.

At East Point, on the 27th instant, the
wife of R. E. MACDOUGALL, a son.

[625]

HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 29TH, 1912.

WHEN men who know China as Mr. ALFRED HIPPLEY and Mr. BYRON BRENNAN know it take such a pessimistic view of the situation as they did at a meeting of the Central Asian Society in London last week, public attention is arrested, for their opinions are recognised as being eminently worthy of more than ordinary attention. Mr. HIPPLEY is a retired Commissioner of Customs who has had a wide experience in China, and if it is possible for any foreigner to claim that he knows China and the Chinese people well, the claim will be readily allowed in Mr. HIPPLEY's case. Much the same might be said of Mr. BYRON BRENNAN, C.M.G., who spent thirty-five years of his life in the British Consular service in China. Mr. BRENNAN left China nine years ago; Mr. HIPPLEY has been absent from China a much shorter period. The latter, REUTER tells us, spoke of the revolutionaries as being foolishly optimistic, and declared that where they had established themselves absolute anarchy prevails; that inter-provincial jealousies had grown, and now threatened the general disintegration of China, and finally that it would be fortunate if a stable government were established

without years of strife and bloodshed. Mr. BYRON BRENNAN said he was even more pessimistic, though it is difficult to imagine that any worse consequences can result than those Mr. HIPPLEY detailed. Mr. BRENNAN believed that it was almost impossible for China to be one nation again. It is just as well to be guarded. One cannot dogmatise about China with safety. If SIX YAT SEN had told them twelve months ago that within a year the Manchu dynasty would be overthrown and that in its place a Republican Government would be established in Peking, both these authorities on affairs in China would have laughed the idea to scorn; and, indeed, we cannot but think that the wide-spread character of the revolution and the rapid achievement of its first definite purpose must have exceeded the hopes of the most sanguine among its promoters. Certainly no single foreign student of Chinese affairs would have been found a week before the outbreak of the Revolution to place the slightest faith in the possibility of so great a political change in China; and he is a bold man who ventures now to prophesy that this change will be calamitous in its results to China. Disorder throughout the country was bound to ensue for a time; but is it true at the present moment to say that wherever "the foolish optimistic revolutionaries" have established themselves, absolute anarchy prevails? We are bound to say that this seems to grossly misrepresent the actual condition of the country. There is a good deal of unrest and disorder in many parts of China, but we must bear in mind that it is scarcely three months since the Manchu rulers abdicated and peace was declared. The situation will necessarily be uneasy for some time yet to come, but that the task of getting the people—and especially the disbanded troops—to settle down again to their anti-bellum avocations should have proceeded so smoothly as it has done gives the world reasonable justification for faith in the ability of the new Government in China to successfully lead the country back to a state of peace and contentment, equal, at least, to that which obtained before the Revolution. It will need great tact, clear judgment and no little firmness on the part of the Central Government to secure the country against the evils which Mr. HIPPLEY appears to consider inevitable; but we await further proof of a want of ability to manage the situation before we join the other JEREMIAHS in their lamentations.

Exchange reached the 2/- mark on Saturday.

The "Great Raymond" opens his season at the Theatre this evening.

H.M.S. Minotaur is expected to leave for Colombo on May 2nd, for the purpose of re-commissioning.

H.M.S. Kent, which was not to have left Hongkong for some weeks to come, was suddenly ordered away to the North. She left for Amoy on Saturday morning.

The Marquess of Anglesey's yacht *Semiramis*, with the Duke and Duchess of Manchester on board as the guests of Mrs. W. B. Leeds, proceeded from Manila direct to Kobe.

His Excellency the Officer Administering the Government has appointed the Victoria Gaol to be a house of detention for the purpose of the Deportation Ordinance.

Thirty-two whales, valued at Yen 391,000, were captured off Miyazaki, South-eastern Kyushu, by vessels belonging to the Toyo Hogei Kaisha (Whaling Company) during the first three months of this year.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. C. H. Gale to act as second assistant Director of Public Works, during the absence on leave of Mr. H. P. Tooker.

The management of the Victoria Theatre desire to tender their sincere thanks to the firms who so kindly assisted to make the benefit on Friday night a success, also to Mr. Fred Howell for the floral decorations which he kindly supplied and supervised.

General Li has issued a proclamation at Hankow that all who have not discarded their queues within a fortnight after that time will be treated as rebels. This action has been taken under instructions from Peking, according to the native press.

An official exchange is to be opened in Dairen from May in connection with the bean and bean-cake trade. The establishment of this exchange at the Government expense has been made in view of certain evils arising in connection with private exchanges.

His Excellency the Officer Administering the Government has been pleased to appoint, under the provisions of Section 19 of the Public Health and Buildings Ordinances, 1903-1909, Corporal W. Thomson and Private C. L. Kay to be temporary Sanitary Inspectors, with effect from the 24th inst.

At the Mitsui Bishi Shipbuilding Yard, Nagasaki, the keel has been laid of the *Katori Maru*, to be built for the Nippon Yusen Kaisha. The vessel, which is expected to be launched in April next year, will have an aggregate tonnage of 15,000 tons and a speed of 16 knots. She will be placed on the European service.

General Li has issued an appeal to the people of Hankow in favour of building the city on modern lines. He says the land-owners at Hankow should understand that, according to the ancient legislation of the Chow dynasty, the Government had the right to build cities and roads, and in ancient times Chinese streets were very wide and beautiful. Many historical and geographical reasons are given to show that Hankow should be built on modern lines.

On Saturday night, at the Hongkong Hotel, a number of local journalists tendered a farewell dinner to Mr. A. Bellamy Brown, late editor of the *China Mail*, who leaves on Wednesday for Kuala Lumpur, to take over the editorship of the *Malay Mail*. Mr. B. A. Hale, managing editor of the *Daily Press*, presided, and in proposing the toast of the evening remarked that Mr. Brown had been associated with journalism in the East for upwards of sixteen or seventeen years, four of which had been spent in Hongkong. He referred in complimentary terms to Mr. Brown's work, and on behalf of his journalistic friends in Hongkong wished him every success in his new post. Mr. Brown made a feeling response to the toast. The musical programme revealed a wealth of unsuspected talent among local members of the Fourth Estate.

LOCAL SPORT.

CRAIGENGOWER C.C. SPORTS.

In brilliant weather and before a big attendance, the Craigengower C.C. sports were held at Happy Valley on Saturday last. Several interesting events were run off, and at the conclusion of the sports the trophies won by the Club during the season were presented by Mrs. Drew Braidwood, who also handed to the captain, Mr. H. H. Taylor, the shield presented to the winning club of the League by the South China Morning Post Co., Ltd.

The results were:—
Wheelbarrow race—1. A. Rose and A. G. Suffad.
Potato and bucket race—First semi-final—1. J. V. Braga; 2. I. Chunnett. Second semi-final—1. A. G. Suffad; 2. R. Pestonji. Girls race (7 to 12)—1. Miss Connie Hansen; 2. Miss S. Well.
Ladies' nomination, ball and hat race—1. J. V. Braga (nominated by Mrs. Braidwood); 2. A. G. Suffad (nominated by Mrs. Tuxford); 3. W. Allen (nominated by Mrs. White).

Visitors' three legged race—1. Goffrey and Smaiton; 2. A. R. Ellis and W. A. Wilson.

Children's race (under 7)—1. Miss N. Ismail; 2. Miss R. Tolan; 3. Miss Bois-seret.
Ladies' nomination, combined cigarette and thread and needle race—1. R. A. Carvalho (nominated by Miss Silva); 2. A. M. Suffad (nominated by Mrs. Christmas). Heavyweights Handicap—1. A. Foster; 2. H. Stainfield.

Tilting the Bucket—R. A. Carvalho and E. L. Braga.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

Of the games played on Saturday in connection with the H.K.C.C. tournament, that invested with the most interest was the match between Messrs. H. A. Nisbet and H. R. Phelps, and Captain Brierley and Captain James, in the semi-final of the professional pairs. The first set went to Nisbet and Phelps, 6-3, notwithstanding the fact that Phelps was very nervous for the first couple of games. Nisbet stood right out from his partner, and often converted what seemed destined to be certain defeat into victory. The second set was very keenly contested. The pairs were level at five all, but the wonderful steadiness of Nisbet, on the one hand, and the erratic play of James on the other, gave the victory to Nisbet and Phelps by seven to five.

The results were—Nisbet and Phelps v. Capt. Brierley and Capt. James, 6-3, 7-5.

On Wednesday next, H. A. Nisbet will meet H. Hancock in the final of the Singles Championship. The winner will then have to play the present holder, Captain Day.

NEW ROYTH SCHEME.

ADMIRALTY PLANS FOR GREAT COALING STATION.

The Admiralty has had plans prepared for the construction of a great coaling station at Rosyth naval base, the *Globe* says. Half a mile of seaboard is to be reclaimed, and a coaling station constructed to enable the whole Fleet to coal simultaneously. Accommodation will be made for huge stocks of coal, in addition to large tanks for the storage of liquid fuel. Tenders for the work will shortly be issued.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "TITANIC" CALAMITY.

THE BRITISH INQUIRY.

LONDON, April 27th.

The British inquiry into the loss of the *Titanic* opens on the 2nd May. The assessors will be Admiral Gough Calthrope, Captain Clarke, a Board of Trade Inspector, Commander Lyon, an assessor of the Admiralty Court, and Professor Biles.

SENATORIAL INQUIRY RESUMED.

The inquiry by the Committee of the Senate was resumed at Washington on Saturday.

SENATOR SMITH REPLIES TO CRITICS.

Senator Smith referred to the British criticism of the conduct of the inquiry and said that the officers of the *Titanic* assured him that they had no grounds for complaint. The Committee had ample powers and was endeavouring to get at the truth which the British people wanted. He was confident that adequate legislation by the Senate would follow.

SAVING THE WOMEN AND CHILDREN.

Seaman Evans testified that the women and children were thrown into the life-boats, as they were afraid to jump.

A lamp-trimmer said that there were no lights on the boats.

THE BOATSWAIN'S WARNING.

Seaman Hennings said he was asleep at the time of the collision and the boatswain awakened him, saying, "Turn out, you fellows: you haven't half an hour to live: keep it to yourselves."

Other seamen testified that they were not warned and that many were skylarking after the accident.

STATUS OF WIRELESS OPERATORS.

Mr. Franklin, the White Star agent in New York, was re-examined. He said he did not doubt that the investigation would result in legislation affecting the number and status of the wireless operators on board ships.

SENSATIONAL CHARGES.

Sensational evidence was given by a witness named Gill, the donkey engine-man on the liner *Californian*. He declared that he desired to prevent any captain neglecting to aid a vessel in distress from hushing it up. He alleged that several of the crew were afraid of losing their jobs and refused to testify. He said that he saw the *Titanic* most plainly going at full speed at 11.55 in the evening when the *Californian's* engines were stopped on account of the drifting ice. Ten minutes later he saw a rocket ten miles distant, and then another. He did not notify the bridge because it was not his business.

He turned in and was awakened at 6.40 in the morning when the *Californian* was going at full speed to the assistance of the *Titanic*. He heard one officer tell another that the captain had been notified of the rockets, and the entire crew talked about the disregard of the rockets.

Captain Lord, of the *Californian*, denied Gill's allegations. He said that at 10.15 in the evening he notified the *Titanic*, which was then 18½ miles distant, of the presence of ice, and received the reply, "Shut up: keep out." There was no further communication with the *Titanic*. He did not receive any distress call till six in the morning, when he got it from the *Virginian*. He did not see either the *Titanic* or her signals on Sunday evening. He took precautions and doubled the watch owing to reports received two or three days previously of the presence of ice from steamers. His wireless operator was not on duty on Sunday night. After he had sent the ice message he came to the bridge and at 10.30 the officer told him he thought he had seen a light, but it had been a peculiar night, and stars were mistaken for lights. Then a ship came up and lay five miles from the *Californian* all night long, but they heard nothing

from her. He was convinced it was not the *Titanic*. About one o'clock in the morning he told the operator to recall the ship, which sent up several rockets, but did not answer the wireless calls. They were white rockets which she sent up, not rockets of distress. He had a faint recollection of the cabin boy at four o'clock in the morning saying something about a ship still standing by. Soon after she steamed away.

Evans, the wireless operator on the *Californian*, said he advised the *Titanic* of the ice surrounding the *Californian* and received the reply, "Shut up: you jammed me working Cape Race." He went to bed and was awakened at 3.40 by the chief officer, who said he had seen rockets. Witness called up the *Frankfurt*, which answered, informing him of the loss of the *Titanic*. Evans added that the crew were talking about having sighted rockets and that Gill expected to get \$100 from some newspaper for a rocket story when he landed.

Seaman Buley from the *Titanic* testified that another steamer was sighted when the *Titanic* sank. Her lights kept the life-boats together, and the idea that she was going to their assistance kept the passengers left on the *Titanic* quiet.

THE ALLEGED PHANTOM SHIP.

The evidence taken yesterday concerned the so-called "phantom ship" whose lights were seen by survivors. The chief witness was Captain Moore, of the Canadian-Pacific steamer *Mount Temple*, whose evidence refuted the allegations made in the Press that the *Californian* and the *Mount Temple* were negligent in assisting the *Titanic*. Captain Moore mentioned that he passed an unknown schooner of about five thousand tons, and a tramp steamer, which must have been near the *Titanic* when she sank. He read a long list of the *Titanic's* messages which he intercepted; and said that he made full speed toward her, awaking all the firemen, and serving out extra rum to spur them to action. When day broke, he found a great field of ice, including forty or fifty bergs, some hundreds of feet high, and he was compelled to hoist men to the masthead, to seek a lane for the steamer. The tramp steamer was close by, and he tried to call her, but she apparently had no wireless.

Captain Moore said undoubtedly the *Titanic* had not fixed her position properly. She must have been eight miles further east than the spot reported.

MR. STEAD AND HIS LIFE-BELT.

A steward named Cunningham, deposed to calling Mr. Stead, who asked him to show him how to put on a life-belt. Cunningham put the life-belt on Mr. Stead and did not see him again.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURCO-ITALIAN WAR.

RUSSIAN VIEWS.

LONDON, April 28th.

A St. Petersburg telegram states that M. Sazonoff, the Russian Foreign Minister, in his maiden speech, said he did not see any danger of a general conflict in the near East, in the Italian conduct of the Turco-Italian War. The bombardment of the Dardanelles was not accompanied by acts that showed that Italy had departed from the idea of restricting operations so as not to affect the interests of neutrals. The closure of the Dardanelles had affected Russian commercial interests and Russia had remonstrated with Constantinople.

THE MOROCCO FERMENT.

LONDON, April 28th.

Both France and Spain are largely reinforcing their troops in Morocco, where there is undoubtedly serious ferment, as exemplified by the uprising at Fez, the disaffection among foreign drilled troops elsewhere and the marked revival of activity among the Rifians.

RESIDENT-GENERAL APPOINTED.

LATER.

A telegram from Paris states that General Lygauty has been appointed Resident-General in Morocco.

TURBULENT MEXICO.

AMERICANS FLEEING.

LONDON, April 28th.

Owing to the insecurity of lives and property arising out of the chaotic conditions in Mexico, Americans are fleeing into the interior and towards the ports. In response to urgent appeals at Washington, the Government has sent a transport down to the West coast to pick up the refugees.

QUEENSLAND ELECTIONS.

LONDON, April 28th.

A Brisbane telegram states that in the Queensland elections, the Liberals have up to the present captured 43 seats and the Labourites 29. All the Ministers secured big majorities. The Liberals captured Charters Towers, Mount Morgan and Gympie, the big mining constituencies.

THE LATE JUSTIN MCCARTHY.

LONDON, April 28th.

The funeral of Mr. Justin McCarthy took place on Saturday at Westhampton. Many beautiful flowers were sent, and there was a large assemblage of political and literary friends, including Mr. Redmond and other Nationalists.

PORTUGUESE COLONIES.

LONDON, April 28th.

A wire from Lisbon states that the Minister for the Colonies has introduced Bills regulating the conditions of labour by Angola natives in San Thomé and Principe.

BOXING IN AMERICA.

LONDON, April 28th.

In a ten rounds boxing match at New York, McFarland easily defeated Matt Wells on points.

NEW GERMAN DREADNOUGHT.

LONDON, April 28th.

Germany's thirteenth Dreadnought, the *Koenig Albert*, has been launched at Danzig.

RAILWAY WORKERS' AMALGAMATION.

LONDON, April 28th.

The General Railway Workers Union has voted by 15,000 to 110 in favour of the fusion of the railway unions. It is understood that the signalmen's and pointsmen's societies favour the scheme.

IMPERIAL DEFENCE.

LONDON, April 27th.

Mr. Asquith has invited Field Marshal Nicholson to rejoin the Committee of Imperial Defence.

SCULLING CHAMPIONSHIP.

LONDON, April 27th.

Arnet, the champion sculler, has arrived in London. He is to meet Barry for the Sculling Championship of the World, in June.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

A SUDDEN DEATH IN KOREA.

Tokyo, April 28th.

Professor Knox, formerly of the Tokyo University, has died suddenly at Seoul.

AN AVIATION DISAPPOINTMENT IN JAPAN.

Tokyo, April 28th.

The American aviator Atwater has arrived in Yokohama. He had planned to fly in when the steamer was five miles out, but his hydroplane was damaged in launching and great crowds were disappointed.

[THROUGH REUTER'S AGENCY.]

STRIKE ON THE "OLYMPIC."

LONDON, April 27th.

The *Olympic* is returning to Southampton, having abandoned her voyage. Upon the firmen from Liverpool embarking on the vessel to-day, the seamen refused to sail on the ground that they (the firmen) were non-union men. Numbers of the seamen jumped into a tug. The *Olympic* signalled to the cruiser *Cochrane* and also communicated with Portsmouth. Captain Goodenough proceeded in a pinnace and addressed the men, reminding them that as they had "signed on" their conduct practically amounted to mutiny. The police then came on the scene and arrested fifty of the sailors for refusing to sail.

LATER.

Fifty-three of the sailors were arrested and charged at Portsmouth under the Merchants' Shipping Act with unlawfully disobeying the commands of the captain.

The fifth officer testified that the boats were perfectly sound, with one exception. The men also objected to the firmen engaged on the ground that they knew nothing of the work.

The accused were remanded, bail being allowed.

ENGLISH RACING.

LONDON, April 27th.

The betting on the Two Thousand Guineas, to be run at Newmarket on May 1st, is as follows:—11 to 10 on White Star; 5 to 1 against Hall Cross; 100 to 7 against Kempton; 25 to 1 against Lorenzo; 7 to 1 against Jingleing Gordie; and 100 to 6 against Lomond.

The betting on the Derby, which is to be run on June 5th, is 9 to 4 against White Star; 4 to 1 against Lomond; 100 to 8 against Cylgad.

A later message states that the betting was 2 to 1 against White Star, 4 to 1 against Lomond. Evens White Star and Lomond coupled.

On the Sandown course, for the Two Thousand Guineas, £1,200 was taken on White Star at evens.

LONDON'S ROYAL VISITOR.

LONDON, April 28th.

Prince Henry of the Netherlands landed on Saturday at Buckingham Palace with Their Majesties and afterwards sailed for Holland.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, April 28th.

A wire from St. Louis states that Col. Roosevelt has won the Missouri Republican Convention.

ROOSEVELT DENOUNCES TAFT.

LATER.

Col. Roosevelt, speaking at Worcester, Massachusetts, vehemently replied to President Taft, declaring that the latter had been, not merely in thought, but in word and deed disloyal to their past friendship, and had been disloyal to every canon of ordinary decency and fair dealing. He said President Taft had yielded himself to the "bosses," and had convicted himself of insincerity when he signed the Payne-Aldrich tariff.

THE REVOLT AT FEZ.

LONDON, April 27th.

Reuter's Paris correspondent states that seven thousand of the Jews who were escaping from the Fez massacre are completely ruined. They took refuge in the Sultan's garden, where their only shelter was in the empty cages of the Sultan's menagerie. Tents are being erected for the remainder.

RANDOM REFLECTIONS.

The spell of summer which came in advance during the week was not altogether appreciated, even the old residents being unprepared for the rather sultry conditions. We prefer to be introduced to summer more gradually.

That reminds me. The board on which the weather reports used to be affixed at the Ferry Wharf on this side is not being utilised. As a rule the Company do not neglect the obvious.

It must have been satisfactory to the public to learn that the police have met with a measure of success in their efforts to suppress snatching from ladies in the streets, a practice which has been fearfully common in the Colony of late. It is a most cowardly form of attack, and there is nothing like an application of the "cat" for deterring youthful criminals from this method of earning a livelihood.

The community generally ought to be grateful to the *Press* for having enlightened them as to the powers which they possess for dealing with noises and disturbances at night within the city. We have all suffered at times from the proximity of the mess of bachelors who have rather frequent "jamboreses," and many of us would have been glad, on occasions, to have invoked the aid of the law and procured an injunction against hilarity which extended too far into the night. At this season when the open doors and open windows mean less seclusion and mean also that the piano and the gramophone of the people on the other side of the street becomes a greater nuisance than before, it is well to know that we have a remedy, and such knowledge being in the possession of likely offenders may lead to greater consideration being shown.

Probably most of my readers have been favoured with a copy of the circular letter sent out by a Japanese firm in Hongkong, but as there may be some who have not had this amusing epistle in their hands I may be permitted to repeat it. It reads: "We have honour to inform you that our business has been in existence one year by your kind help. We will open a special sale on the 17th, 18th and the 19th inst., as a reward for your kindness, and we will be greatly pleased if you kindly inspect our goods on these days." A special sale as a reward to patrons is "a new one on me," as the Americans say. Europeans usually regard it as good business for themselves, although they of course adopt the philanthropic pose also.

Another instance of Japanese enterprise is reported in one of the English papers from that country. It appears that "Scotch" whisky is being manufactured with the use of methyl alcohol, and the authorities, having made the discovery, are taking steps to stop it in the interests of public health. The possibility of using such a substitute must have been learned from home, so that, instead of being indignant, we should regard this form of imitation as a great compliment.

A new experience for Europeans here is to have addressed to them personally a letter from a religious gentleman who is anxious to stimulate interest in their eternal welfare. A copy of such a letter has just come into my hands, and I have perused a part of it. With the best intention in the world I could not struggle through it all, and I have to confess that the earnest gentleman is likely to find others in the Colony as apathetic as myself. If I might give him a hint, it would be, to be brief. He ought to condense his seven pages of typed matter into one. Thereby he will have a better chance of having his efforts read.

Sun Yat Sen is still the idol of the Chinese in the South, and his welcome here the other day could not have been greater had he been a royal personage. Of course his is a fascinating personality, and Europeans are almost as interested as Chinese in the doings of this man who has impressed his personality so strongly on the Chinese revolution and on the Chinese republic. Certainly, it is his example of self-abnegation which has made possible the formation of a government for China with so little friction and disturbance.

It is satisfactory to see that the coolie-lodging house speculation of the contractor who has been entrusted with the work of putting a railing round the garden plot in Royal Square has been stopped. The disfigurement of the site is had enough as it is and I certainly think that, while the P.W.D. were about it, they might have ordered the removal of the latrine to some less conspicuous site than that selected close to the Statue Wharf where so many people are wont to assemble, especially during the summer months. Visitors to the Colony, landing at this wharf, must be struck with amazement when they see planted so conspicuously in Royal Square a latrine for Chinese workmen engaged in chipping granite blocks in what the guide books tell the visitor is one of the beauty spots of the city.

RODERICK RANDOM.

SUPREME COURT.

Friday, April 28th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUISSE JUDGE).

A POINT IN COMPANY LAW.

Watkins, Ltd., sued G. G. Park for \$71.55, goods sold.

Mr. Russ appeared for the defendant, and, being informed that Mr. Watkins was to appear for the plaintiff company, objected to anyone except a solicitor appearing, as the defendant was being sued by a limited company.

His Lordship—Supposing it is the managing director of the company? Mr. Russ—He has no right to appear on behalf of the company.

His Lordship—I don't know.

Mr. Russ—I think that has been definitely laid down several times. I understand that your Lordship so decided in the case of the Hongkong Hotel, Ltd.

Mr. Hind, who was present in Court, said the point was laid down in the old Company Ordinance that a limited company could not sue except by a solicitor. His Lordship had followed that ruling in the case of the Hongkong Hotel.

His Lordship—You deny liability?

Mr. Russ—Yes, the man who collected money from my client, on behalf of Mr. Watkins, absconded. Our defence is payment. The case cannot go on for two months at least, as my client is away.

His Lordship, to Mr. Watkins—Is your company a limited company?

Mr. Watkins—Yes.

His Lordship—Are you a partner in it?

Mr. Watkins—Yes.

His Lordship—I am inclined to think that a limited company must be represented by a solicitor, and perhaps the best thing I can do is to put the case *sine die*, and in the meantime I think you had better see Mr. Russ. When the defendant comes back the case can be reinstated, but your firm must be represented by a solicitor.

A CLAIM TO RECOVER LIKIN CHARGES.

A suit was brought by the Chee Wo firm against The Tong Fat for \$449.87, cost of transmitting opium into China.

Mr. F. X. D'Almada e Castro appeared for the plaintiffs and Mr. Bulmer Johnson, of Messrs Denny and Bowley's office, for the defendants.

Mr. Johnson asked for pleadings. He could not understand the case, as he could not make out what the charges for likin meant. It was essentially a case for pleadings as the people concerned were in China. It was absurd to think that likin could be claimed in Hongkong.

Mr. D'Almada—The defendants asked us to pay the likin duty and to transmit the opium into China. They purchased the opium from us and asked us to pay the likin and other charges.

His Lordship ordered pleadings.

A QUESTION OF INTEREST.

His Lordship delivered judgment in the case of *Ruttonjee v. Cooper*, in which plaintiff claimed to recover principal and interest on a promissory note.

His Lordship said this was a claim for the balance of principal and interest on a promissory note by the endorsee of the note. The defence was that no provision had been made for payment of interest in the note or in a collateral or oral agreement. There was no other agreement for the payment of interest, and if there was a collateral or oral agreement, it was a bad one and made without consideration. Plaintiff had set off against this two payments already made by way of interest. There was no reason that he could see why a man who made a promissory note should not make a collateral agreement to pay interest and he thought there would be a good consideration if the defendant did in return for the money or getting the credit sign a note and also make another contract oral or in writing promising to pay interest accruing on the debt. The plaintiff as endorsee of the note had a contract in which he claimed interest. It was purely collateral and had nothing to do with the note at all. The endorsee might claim interest as damages on the amount of the note for which he had the endorsement if he could prove formal demand since the endorsement. Could he do that?

Mr. D'Almada—I don't think he can.

His Lordship—In that case I must give judgment for the balance of the principal. The other contract is entirely laid on one side.

Mr. D'Almada—I must bring a fresh action for the interest?

His Lordship—Yes. I think you may do that up to the time of the endorsement.

Mr. Hind—I ask for costs up to the time of the hearing.

His Lordship declined.

Mr. D'Almada asked for the balance due to be paid into Court.

Mr. Hind asked for a stay of execution for a week so as appeal could be considered.

Mr. D'Almada said that they had seven days to pay and that notice of appeal would have to be made in that period, so it did not matter.

Leave to appeal was granted.

THE FOCHOW TEA SEASON.

The following letter appears in the *Fochow Echo*:—
Sir—"All's well that ends well." After the generally told and openly expressed fears that our tea crop for the coming season would be far too small for requirements, and—as a consequence—prices would be too high, it is a cause for congratulation to note that the amount of money sent up country for tea purchases is not only considerably larger than was anticipated, but is actually very little below the normal, as the following figures testify:—
Dollars sent up country:—
1911. 1912.

\$1,550,000.00	\$1,530,000.00
----------------	----------------

With this buying power, and having regard to the fact that the green tea market is dislocated, there is every reason to look forward to an, if anything, larger first crop than usual. Though this there can be no doubt as to how it compares with a very small crop, or none at all, and at one time this latter alternative seemed within measurable distance. Such an event, to all intents and purposes, would have meant the finish of the Fochow Tea Trade.

It is due to the foreign merchants and Banks that the crisis was averted so successfully, and—in the finality—the chief credit is with the Banks, especially the one which first grasped the seriousness of the position, and with far-sighted policy took immediate steps to avert it.

In my humble opinion too much credit cannot be given to that Bank which was guided by the well considered opinion of the popular local manager. He led the way, the others but followed; to him a debt of gratitude is due from all those who are dependent on the tea supply.

If this be admitted—as it must be by anyone who knows the inner working of recent events—then it seems to me, sir, a striking instance of how dependent the merchants are on the Banks, and once more raises the question of how poor the policy—leaving sentiment aside—which, for a trifling temporary gain goes past them with business in favour of confessedly selfish institutions. Why should people do as business concerns that which they would scorn in their private capacity?—ask and receive facilities and favours from one source, and later, for a paltry saving over some exchange transaction, do a deal elsewhere which cuts into the legitimate business and profits of those who have stood by their friends?

I have long held the opinion that this is not only bad sentiment, and poor business, but disloyalty of a kind, and not at all in keeping with the spirit in which business is, or anyway used to be, conducted here. The critical situation just weathered goes far in support of this view, and should give some food for thought to the 1/18th Brigade.

I am, Dear Sir, Yours faithfully,

"OLD TIMER."

GREAT BRITAIN AND PORTUGAL.

In the House of Commons recently—
Mr. Pell (Great Yarmouth, Opp.) asked the Secretary of State for Foreign Affairs if there was any treaty existing between Great Britain and Portugal under which Great Britain was under any obligation to protect or guarantee the Portuguese colonies of San Thomé and Principe; and, if so, did this treaty involve the country in any consequent obligation or responsibility in regard to the black labour imported into those islands.

Sir E. Grey—The treaty of 1661, which is still in force, binds this country to defend and protect all conquests or colonies belonging to Portugal against all her enemies. The answer to the second part of the question is in the negative. There are provisions respecting slavery in other engagements, but not in the treaty in question.

TROUBLE FEARED IN THE SHIPPING TRADE.

The *Times* Liverpool Correspondent telegraphs:—

Further trouble in the shipping trade of the United Kingdom is anticipated in the early summer. The National Sailors' and Firemen's Union, after the success of the strike last August, is expected to make demands upon the shipowners which would provide for the employment of an additional 20,000 men by increasing the number of hands of the vessels in proportion to their size and by excluding from British ships lascars and other Asiatics to the number of 3,000.

SUBSTITUTES FOR COAL: THE OIL ENGINE.

In a Special Article a Correspondent of *The Times* discusses various fuels which have been suggested as substitutes for coal. He points out that some of those proposals are absurd, while others, though sound enough, are not applicable at once, or even in the immediate future, on account of their cost. There are, he thinks, no practical alternatives to coal on the scale required, not even mineral oil or peat, although mineral oil may be successfully utilized for some purposes, as in the case of the Diesel engine, of which so much is being heard just now.

THE PANAMA CANAL.

Mr. Shirley Bann asked the Secretary of State for Foreign Affairs in the House of Commons recently if any arrangement had been entered into between Great Britain and the United States by which vessels belonging to Great Britain or the United States, traversing the Panama Canal, in case of war, be exempt from blockade, detention, or capture by either of those countries.

Sir E. Grey—It is provided in Article 3 of the Hay-Pauncefote Treaty of November 18th, 1901, that the canal shall never be blockaded nor shall any right of war be exercised nor any act of hostility be committed within it.

The Rajah of Sarawak has left Mar-seilles en route for Sarawak.

CORRESPONDENCE.

LESSONS OF THE "TITANIC" DISASTER.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 28th April, 1912.

Sir,—In the local papers have been recently two items, one, the wreck of the *Titanic*, of absorbing interest to the public, the other, a decision given by the local courts in a test case between a shipping company and a ship's officer, of special interest to the maritime community. The two cases to a superficial observer would appear to have no bearing upon each other, yet, the thinking mind the conditions of service disclosed in this shipping case open up a somewhat disquieting trend of thought.

Listen to the words of the Prime Minister in the House of Commons on the *Titanic* disaster:—"I cannot say more for the present than to express admiration that the best traditions of the sea seem to have been observed, and that willing sacrifices were offered to give a chance of safety to those least able to help themselves." So!—the best traditions of the sea have been observed—of the sea, mark you! There is a certain fatuousness in this observation which irresistibly suggests the opening lines of that old sea song, "We gentlemen of England who sit at home at ease"—a sort of fatuous complacency about it. You can picture the "British public" with a thick cable laid watch chain slung across his rotund stomach, committing his eminently respectable person to the perils of the sea, with the firm conviction in his mind that the ship's officer's sole mission in life is to offer up himself as a willing sacrifice for him at a remuneration of £9 per month, and the privilege of paying his own passage to the port of embarkation. Without belittling those selfless traditions of the sea which undoubtedly do prevail, I ask the British public, whether in those multifarious occupations in which the eminently respectable person acquires wealth, if his life were expected of him as a matter of course, would he consider the rates of pay here prevailing for ship's officers, viz.:—£9 as a minimum, per month, with no provision whatever for leave or pension, to be of such a nature as to enable him to enjoy the common rights of a citizen, and to leave behind him a sufficiency to maintain his wife and to educate his children?

This is rather a nasty question, and moreover it is not business—for the ethics of business are to buy in the cheapest and sell in the dearest market. But is latter-day business, good business? Let us examine among others this question of cheapness in connection with the *Titanic* disaster. Here is a huge vessel, the very last word in marine shipbuilding, wrecked on her maiden voyage. According to the statement of the survivors there was not sufficient boat capacity for the passengers carried on that voyage, although she was not carrying her full complement. Yet she had complied with the law, and was licensed by the Board of Trade, which is a Government department and the servant of the public.

Why then does the public—through its servant the Board of Trade—permit vessels to put to sea with insufficient boat capacity? For this reason:—"The public is greedy; it wants as much as it can get of the very best of its kind, and it very much objects to pay a fair price for it. The average man in the privacy of his home is a very average fellow indeed, compared to what he is when travelling. At home he is content with plain fare, and without stinting, the housekeeping bills are pretty sharply looked after; there he pays the whole bill for everything he has. What does he require when travelling? It is unnecessary to go into details, for the increasing luxury in modern steamships is a sufficient answer, and he demands it because he patronises them.

Now it is obvious that a steamship company is not a philanthropic institution, and if the public demand high speed and luxury at a cheap rate, the balance of cost must be collected elsewhere.

Where and how is it collected? There can be but one answer. It is collected in cash from the individual passengers, but by increasing the passenger list, in other words, the passenger gets a reduction by the vessel taking a quantity. Business methods, you see! The limitations of any vessel for carrying boats are plain, and in the case of the *Titanic*, without knowing exact particulars, I very much doubt if she would carry more than sixteen boats each side, thirty-two in all, with a capacity for forty persons in each. The Board of Trade may allow more, but it must be remembered, that it is one thing to talk from an arm-chair of what a boat will carry, and quite another thing to experience it in North Atlantic weather. In addition to this, it must be borne in mind that the conditions prevailing when the boats are urgently required, are vastly different to those which obtain during a Board of Trade test. When the vessel is in a sinking condition, in nine cases out of ten, she has a list which renders it next to impossible to lower the weather-boats. This halves the boat capacity. Add to this the horrors of a panic-stricken mob of passengers, a gale of wind, a heavy sea, and the bitterness of the North Atlantic, and again you have the opportunity of listening to Mr. Asquith's mellifluous accents as he prattles in the House of Commons of the "traditions of the sea" and you pat yourself on the back and think what very fine fellows we British are, and do—nothing! The public are, to blame for this disaster, in so much as, by their apathy, they have assented to the conditions which allowed it.

There must always be a certain amount of risk in sea travelling, but it may be vastly minimised as follows:—
Less demand for luxury when travelling, and in consequence less cost in shipbuilding.

Less passengers carried to the same amount of tonnage and ample boat accommodation for all.

This may mean increased cost of travelling, but as it is your money or your life. Take your choice! Anyhow don't be cheap and nasty.—Yours faithfully,
AUTOLYOUS.

DOGS' HOME.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—Will you kindly add to your previous favours by inserting the following information? I have to acknowledge generous contributions from Mr. D. V. Stevenson \$25, Capt. Lossius \$10, Mr. B. W. Tapo \$3, Mr. Lo Cheung Shiu \$5, Lieut.-Col. Hamilton \$15. In view of the increased expenditure, to ensure efficiency in working, more money is still needed, as we can scarcely hope that the Home will become self-supporting immediately. Contributions may be sent to me or to Mr. F. K. Tata, Queen's Buildings. The latter has kindly undertaken to solicit contributions in various offices.

The new Home will be opened to-day, 28th inst., at 4 p.m. It is situated behind the Cotton Mills, two minutes' walk from the Tram Terminus at Causeway Bay, by the road next to the Nullah. We are again considerably indebted to Mr. Abdolrahman for gratuitous architectural services. The Home will be available for Strays and for Boarders also, where owners wish to have dogs cared for temporarily. It is advised that sick dogs be sent to Mr. Kennedy at the Horse Repository, where he has facilities for treating them. Mr. Kennedy has most kindly promised to supervise the detail working of the Home. Mr. F. K. Tata will manage the business matters. He will attend at Causeway Bay for sales, etc., on Wednesdays and Saturdays from 4.30 to 5.30 p.m. Special appointments may be made with him by Telephone 28 or P.O. Box 366.—I am, Yours sincerely,

CHARLES H. HICKLING.

The Manse,
3, Kennedy Road,
April 29th, 1912.

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THE GERMAN CROWN PRINCE
AND ENGLAND.

The following letter appears in the *Call-Mall Gazette* of the 2nd inst.:

SIR,—I have read with painful surprise the reports of the German Crown Prince's anti-English feeling, which he is alleged to have expressed in the Reichstag. In the light of some little knowledge that I possess of his Imperial Highness and his character, I can never give credence to such reports as attribute to him a feeling of enmity towards Great Britain, or the Crown Prince must have completely changed since his departure from India.

When he visited this country last year I was on his Imperial Highness' staff as the only Indian Press representative; and, thanks to the kindness of Sir Harold Stuart, Chief of his Indian Staff, I was enabled to gain some knowledge of his noble character and some insight into his political views. He is no vainglorious false diplomat or mysterious politician, but a most outspoken and unceremonious gentleman, in the best sense of the term, like our own Emperor; and it is not unavailing a mystery to read his character. In fact, the thing that most appealed to the Indian mind was his honest and frank demeanour. Anything he had to say he would say outright, without beating about the bush or "political reserve." On most occasions he gave his views of European politics, and they were always imbued with a high sense of sincerity and truth.

On one occasion, when his Imperial Highness was talking his text as he sat on a snowy peak of the Himalayas beyond the frontier of India, somewhere near the famous Khyber Pass, talking about the defensive preparations and of the Border Militia, which had been mobilised with the quickness of the magician's wand for his inspection, the Crown Prince observed: "Looking at the wonderful work of the English people in India, one cannot fail to be struck with the greatness of the British nation and the immensity of its resources."

Again, when camping in the immeasurable forest of Kilibari, in the Mirzapur district, on his Shikar trip, his Imperial Highness was reading a Reuters telegram (the service was regularly supplied for him by the telegraph office) when he pointed out to a member of his suite a report of Mr. Gibson Bowles' alarming speech in regard to the possibilities of a war with Germany, and said, "Germany dreams less of war than those party leaders who always talk of it for purposes of their party warfare. The spirit of the German people is not bellicose, but peaceful; and war is the last thing we want. Why should we fight with England, which is closely allied to us by blood and sentiment, and is the only country with which we form friendship on a footing of equality? I personally like England, and follow the policy of my father, who always thinks that the peace of the world can only be maintained by a close understanding between England and Germany."

Also at the close of his tour, I remember to have heard him saying to the Viceroy that he would always remember with gratitude and pleasure the hospitality accorded to him in India, and would do his best to strengthen the friendship between the two great nations of Europe—England and Germany.

His Imperial Highness, who appeared to be a peace-loving man, cannot have changed so completely and forgotten his words so soon as to go and indulge in a demonstration of hostility towards a country to which he himself said he was allied by blood and sentiment—Yours, etc.

ABDULLAH OF KASMANDI,
Hyderabad, India, March 15th.

DRIVEN BY AIR.

NEW TYPE OF RAILWAY ENGINE.

A smokeless, fireless, coalless locomotive, relying on compressed air for its motive power, is the latest railway novelty, says the *Standard*. This locomotive, which has been patented by a Glasgow firm, differs from all other locomotives hitherto built for propulsion by compressed air, in that it carries its own compressed air from an external source of supply. The compressors are actuated by two Diesel oil engines, capable of generating 1,000 horse-power.

The design for the compressed air locomotive comprises a fourteen-wheeled engine, without tender, and arranged to run with equal facility and at equal speeds in either direction, the whole having somewhat the appearance of a large electric locomotive as used on the Swiss tunnel railways, except that a chimney-like attachment is fitted at each end. These "chimneys" serve as water fillers.

The two sets of oil engines are situated in the middle of the locomotive housing, as is also the compressing apparatus. When running, the locomotive will draw its compressed air supply direct from this compressing plant, the engine forming a self-contained and portable power-house, but for starting power is taken from a number of small bottle-shaped reservoirs placed in the roof.

GREAT SAVING IN COST.—Detailed calculations show, says the *Standard*, that a compressed air express engine of this type will be cheaper to work than a steam locomotive. With locomotive coal at 10s. a ton the cost of developing 1,000 horse-power for one hour would amount to 16s. 7½d. In the case of a steam engine. A compressed air locomotive using crude oil costing 40s. a ton would develop the same power at a cost of only 8s. 9½d.

Smoke and steam would be entirely eliminated. The present great wastage of fuel resulting from the burning of coal for some hours before a locomotive can start, and also when the locomotive is at rest in a station or siding, would also be entirely avoided. It has been estimated that fully 25 per cent. of the coal burned by locomotives is at present wasted as a result of these "stand-by losses."

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To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offered.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIG" ... 3,000 tons ... 1st Half May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 27th April.

FROM COLOMBO:
S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERSJOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

MONDAY, 29th APRIL, 1912.

8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."8 a.m. "HONAM."
5 p.m. "FATSHAN."

TUESDAY, 30th APRIL, 1912.

8 a.m. "HONAM."
10 p.m. "FATSHAN."8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651.

S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 5th MAY.

The Company's Steamship.

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLBANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 569 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round-trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANULI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

sw Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

LAND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.WESTERN PACIFIC—DENVER AND
RIO GRANDE.The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.Through Standard Sleepers.
Dining Cars—Observation Cars.
Electric Light—Electric Fans—Union Depots.New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.Convenient connections at Chicago with trains for New York (Transatlantic Steamers)
and other Eastern points.When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
EUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 1st May, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 10th May, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
Hongkong, 27th April, 1912.

PHILIPPINES S.S. Co. [113]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.

AGENTS.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	SHANGHAI	—	JAVA	Second half of April.
TJILIWONG	JAPAN	Second half of April.	JAVA	Second half of April.
TJILATJAP	SHANGHAI	Second half of April.	JAVA	First half of May.
TJIMAH	JAVA	Second half of April.	SHANGHAI	First half of May.
TJIMANOEK	JAPAN	First half of May.	JAVA	First half of May.
TJIPANAS	JAVA	First half of May.	JAPAN	First half of May.
TJIKINI	JAVA	First half of May.	SHANGHAI	Second half of May.
TJITAROEM	JAVA	Second half of May.	JAPAN	Second half of May.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 19th April, 1912.

Telephone No. 375.

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, Kobe and MOJI	"CEYLON"	9,000	On 20th May

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL
LINES.

STEAMERS	TONS	TO SAIL
MANILA, NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST," Capt. L. MAASH	17,000 { Tuesday, 30th April, at Noon.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BUELOW," Capt. H. FORNER	16,900 { About 2nd May.
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MANILA, YAP, MARONN, SAHARA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"CORLENN," Capt. L. KLUGKIST	6,760 { 9 a.m. 18th May.
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Kobe and YOKOHAMA	"CORLENN," Capt. L. KLUGKIST	6,750 { About 3rd May.
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KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBELL	5,000 { Middle of May.
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All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

For Further Particulars, apply to.

NORDDEUTSCHER LLOYD,

MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 24th April 1912

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.Head Office for the Far East:— 16, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

7561 CHIEF OFFICE:—LUDGATE CIRCUS LONDON, W.1.

VESSELS EXPROTED.

THE AMERICAN MAIL.

The P.M. S.S. str. Nile from San Francisco sailed from Yokohama on the 22nd April en route to Hongkong, and is due to arrive at this port on the 20th April.

The P.M. str. Mongolia left San Francisco on the 10th April, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.

The T.K.K. str. Nippon Maru sailed from Honolulu on the 23rd April for Hongkong, and is expected to arrive at this port on the 14th May.

The T.K.K. str. Tenyo Maru sailed from San Francisco on the 24th April for Hongkong, and is expected to arrive at this port on the 28th May.

The T.K.K. str. Hongkong Maru sailing from Callao on the 27th inst. for Hongkong, and is expected to arrive at this port on the 14th May.

The str. Ceylon left Suez on the 22nd April, and is expected to arrive here on or about the 29th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Topsong, from Calcutta, is due in Hongkong 30th April.

Chunshang, from Pulo Laut, is due in Hongkong 29th April.

The I.G.M. str. Coblenz left Yap on the 25th April, at 8 a.m., and may be expected here on or about the 3rd May.

The N.Y.K. str. Nikko Maru (Australasian Line) left Thursday Island for this port via Manila on the 25th April, and is expected here on the 6th May.

THE CANADIAN MAIL.
The C.P.R. str. Empress of Japan arrived at Shanghai on the 24th April, at 3 a.m., and left again at 2 p.m. same day for Hongkong, where she is due to arrive on the 27th April, at 6 a.m.THE GERMAN MAIL.
The I.G.M. str. Bueow carrying the German mails with dates from Berlin of the 3rd April left Colombo on the 21st April, and may be expected here on or about the 2nd May.THE MERCHANTS STEAMERS.
The Seang Line str. Seangbee left Rangoon on the 20th April, for Hongkong, and is expected to arrive here on the 29th April.

The A.L. str. China left Shanghai for this port on the 25th April, and will arrive here on the 29th April, a.m.

The Mogul Line, str. Lothian from United Kingdom left Singapore on the 24th April, a.m., and is therefore due here on or about 30th April.

新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

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Documents translated from or into Classical

or Colloquial Chinese.

SHIPPING

ARRIVALS.

ANCHUR, British str., 1,118, Kumpel, 26th April—Manila 23rd April, General—Butterfield & Swire.

CHOYSAK, British str., 1,424, M. Courtney, 26th April—Shanghai via Swatow 24th April, General—Jardine, Matheson & Co.

EMPEROR OF JAPAN, British str., 3,030, S. Robinson, R.N.R., 26th April—Vancouver 6th April, Mails and General—C. P. R. Co.

HAICHING, British str., 1,267, W. C. Passmore, 26th April—Swatow 27th April, General—Douglas, Lapraik & Co.

HALVARD, Norwegian str., 1,006, Carl Anderson, 26th April—Bangkok 19th April, Teak and Rice—Order.

KORICHOV, British str., 1,215, E. Forsyth, 26th April—Tientsin 22nd April, General—Butterfield & Swire.

KWANG LEE, Chinese str., 1,483, J. McArthur, 27th April—Shanghai 21st April, General—C. M. S. N. Co.

LOONGSANG, German str., 1,245, von Pilgitz, 26th April—Macassar 18th April, Sugar and General—Java-China-Japan-Lijn.

MACHAN, British str., 4,276, J. W. Lang, 26th April—Shanghai 25th April, General—Butterfield & Swire.

MUTTRA, British str., 2,985, H. Carey, 26th April—Japan 13th April, General—Jardine, Matheson & Co.

NEWCHANG, British str., 659, J. Coyan, 26th April—Swatow 27th April, Ballast—Butterfield & Swire.

SADO MARU, Japanese str., 3,360, K. Asakawa, 26th April—Shanghai 24th April, General—Nippon Yusen Kaisha.

SINCHIANG, British str., 997, H. Mathias, 27th April—Haiphong 25th April, General—Butterfield & Swire.

TAIWAN, British str., 1,040, Jenkins, 26th April—Saigon 22nd April, Rice and Meal—Chinese.

TIJANAP, Dutch str., 2,440, F. H. Kroes, 26th April—Amoy 26th April, Coal and General—Java-China-Japan-Lijn.

TIJANAP, Dutch str., 3,038, W. H. Lap, 27th April—Macassar 17th April, Sugar—Java-China-Japan-Lijn.

TOSA MARU, Japanese str., 3,420, T. Sato, 27th April—Mojji 17th April, General—Nippon Yusen Kaisha.

DEPARTURES.

ASSAYE, British str., for Europe, etc. 27th April.

ATREDA, British str., for Home. 27th April.

E. F. FERDINAND, Austrian str., for S'hai. 27th April.

KIUKIANG, British str., for Tsingtau. 27th April.

LOONGSANG, British str., for Manila. 27th April.

NAMING, British str., for S'hai. 27th April.

QUINTA, German str., for Canton. 27th April.

SOSHU MARU, Japanese str., for Timor. 27th April.

ST. ALBANS, British str., for Shanghai. 27th April.

WALTON HALL, British str., for Shanghai. 27th April.

ARRIVALS.

Per Sanghai, from Haiphong, Mr. Schutte.

Per Hanching, from Swatow, Mr. W. Kruse, Mr. A. J. Sundius, Mr. J. Suda, Dr. J. W. Kew, Mr. Mon Hampe, Mr. F. H. Trimble and Mr. G. W. Drollette.

Per Sado Maru, from Hongkong, from Shanghai, Mr. R. Stucke, Mr. S. Naito, Mr. S. Okabe, Mrs. T. Kishikawa, Mrs. C. Holm and 1 baby, Masters Holm (2), Mrs. Holm's 2 children.

Per Emperor of Japan, from Hongkong, from Vancouver, etc., Mr. E. St. C. Purdon, Mr. E. S. Crowe, Mr. W. A. Cates, Mr. and Mrs. A. F. Spears, Mrs. W. E. Graves, Miss J. C. Tomic, Miss J. W. Tomic, Col. C. W. R. St. John, Mr. W. H. Burt, Mr. S. P. Price and Mrs. Cameron.

DEPARTED.

Per Assaye, for Europe, etc., Mrs. George, Mr. and Mrs. J. McCubbin, Mr. D. Neilson, Mr. H. Shires, Mrs. Edwards, Dr. A. Gibson, Mr. W. F. Ford, Marabai Khan, Chiragh Din, Norham Singh, Mrs. W. A. Damareg, Mr. A. Hill, Mr. Din Mohamed, Mr. Nathoo, Mr. Abdool Kinnman, Mr. and Mrs. Fance-Spence, Mrs. Hawkey, Rev. Amado Cubenas, Mr. Packham, Mr. J. Smith, Mr. Herbert W. Burt, Mr. H. S. Wood, Mr. B. Ebbens, Mr. J. W. Cranston, Mr. D. Patterson, Mr. P. N. Jaques, Mr. M. Smith, Mrs. M. Love, Messrs. Mendes and Maxwell, Mr. H. Dodd, Capt. W. N. Rowster and Mrs. W. E. Graves.

SHIPPING REPORTS.

The British str. *Neuchang* reports: Fine passage.

The British str. *Hanching* reports: Had fresh E.S.E. wind and overcast clear weather.

The British str. *Sanghai* reports: Light to strong easterly and N.E. winds and sea, fine weather.

The British str. *Taiwan* reports: Fine throughout on 25th, witnessed a whirlwind of great violence, which ploughed the sea up; of short duration and fairly distant from ship.

PASSENGERS.

ARRIVED.

Per Sanghai, from Haiphong, Mr. Schutte.

Per Hanching, from Swatow, Mr. W. Kruse, Mr. A. J. Sundius, Mr. J. Suda, Dr. J. W. Kew, Mr. Mon Hampe, Mr. F. H. Trimble and Mr. G. W. Drollette.

Per Sado Maru, from Hongkong, from Shanghai, Mr. R. Stucke, Mr. S. Naito, Mr. S. Okabe, Mrs. T. Kishikawa, Mrs. C. Holm and 1 baby, Masters Holm (2), Mrs. Holm's 2 children.

Per Emperor of Japan, from Hongkong, from Vancouver, etc., Mr. E. St. C. Purdon, Mr. E. S. Crowe, Mr. W. A. Cates, Mr. and Mrs. A. F. Spears, Mrs. W. E. Graves, Miss J. C. Tomic, Miss J. W. Tomic, Col. C. W. R. St. John, Mr. W. H. Burt, Mr. S. P. Price and Mrs. Cameron.

DEPARTED.

Per Assaye, for Europe, etc., Mrs. George, Mr. and Mrs. J. McCubbin, Mr. D. Neilson, Mr. H. Shires, Mrs. Edwards, Dr. A. Gibson, Mr. W. F. Ford, Marabai Khan, Chiragh Din, Norham Singh, Mrs. W. A. Damareg, Mr. A. Hill, Mr. Din Mohamed, Mr. Nathoo, Mr. Abdool Kinnman, Mr. and Mrs. Fance-Spence, Mrs. Hawkey, Rev. Amado Cubenas, Mr. Packham, Mr. J. Smith, Mr. Herbert W. Burt, Mr. H. S. Wood, Mr. B. Ebbens, Mr. J. W. Cranston, Mr. D. Patterson, Mr. P. N. Jaques, Mr. M. Smith, Mrs. M. Love, Messrs. Mendes and Maxwell, Mr. H. Dodd, Capt. W. N. Rowster and Mrs. W. E. Graves.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	F. E. Andrews R.N.R.	P. & O. S. N. Co.	On 1st May, at 10 A.M.
LONDON	GLENFARNE	Brit. str.	—	W. L. Hartnell	SHAW, TOMES & Co.	On 5th May.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	On 19th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. AHLERS	Ger. str.	k. w.	Gronau	HAMBURG-AMERIKA LINIE	On 19th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARADIA	Ger. str.	k. w.	Unenig	HAMBURG-AMERIKA LINIE	On 27th May.
HAYRE, BREMEN & HAMBURG	C. FRED. LAEISEL	Ger. str.	k. w.	Solmer	HAMBURG-AMERIKA LINIE	On 12th May.
HAYRE, BREMEN & HAMBURG	SCANDIA	Ger. str.	k. w.	Knaibel	HAMBURG-AMERIKA LINIE	On 7th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	T. Yamawaki	HAMBURG-AMERIKA LINIE	On 8th May, at D'light.
MARSEILLES, HAYRE & HAMBURG, &c.	SAOHSEN	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 5th May.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	SITONIA	Ger. str.	—	Kutale	HAMBURG-AMERIKA LINIE	On 30th May.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SAO MARU	Jap. str.	—	K. Asakawa	OSAKA SHOSSEN KAISHA	To-morrow, at 1 P.M.
VICTORIA, B.C. & TACOMA via JAPAN	SEATTLE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th May, at Noon.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	CHINA	Aus. str.	—	—	OSAKA SHOSSEN KAISHA	On 14th May, at 1 P.M.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHEMIA	Aus. str.	—	—	SANDER, WIELER & Co.	On 1st May, at Daylight.
NEW YORK	MATOPPO	Am. str.	—	Dormand	SANDER, WIELER & Co.	On 19th May, at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	THE BANK LINE LTD.	About 15th May.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 11th May, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MANCHUBIA	Am. str.	—	W. W. Greene	CANADIAN PACIFIC R. Co.	On 1st June, at 6 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHYO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at 1 P.M.
AUSTRALIAN PORTS via MANILA	BOHEMIA	Brit. str.	—	—	TOYO KAISEN KAISHA	On 7th May, at 1 P.M.
AUSTRALIAN PORTS via MANILA	CHYO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th May, at Noon.
SEATTLE, NAGASAKI, INLAND SEA, AND JAPAN	CHYO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 14th May, at 4 P.M.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	MELCHERS & Co.	On 13th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 6th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 9th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	SANDER, WIELER & Co.	About 30th May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	MELCHERS & Co.	On 5th May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 9th May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	To-morrow, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 7th June, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 1st May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	MELCHERS & Co.	On 2nd May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 2nd May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 3rd May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	SANDER, WIELER & Co.	On 4th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 5th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 8th May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 9th May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	ARTHUR NIELSEN & Co.	On 20th May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 1st June.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 5th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 1st May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 5th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	To-morrow, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 1st May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	DOUGLAS LARPAKE & Co.	On 1st May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	DOUGLAS LARPAKE & Co.	On 3rd May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	DOUGLAS LARPAKE & Co.	On 7th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 11th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	MELCHERS & Co.	To-morrow, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	SHAW, TOMES & Co.	On 1st May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	SHAW, TOMES & Co.	On 10th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	MELCHERS & Co.	Middle of May.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 2nd May, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHYO MARU	Jap. str.	—	—	MAGIERIES MARITIMES	On 8th May, at Noon.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. F. E. Andrews, R.N.R.	10 A.M. 1st May.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA Capt. R. A. Peters	About 8th May.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 9th May.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th April, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 30th Apr., 4 P.M.
SWATOW, AMOY, NINGPO & SHANGHAI	"HUNAN"	On 1st May, 4 P.M.
HAIPHONG (Call Hanoi for Mails only)	"SUNGKIANG"	On 2nd May, 9 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEIKHOW"	On 2nd May, 4 P.M.
SHANGHAI	"CHENAN"	On 2nd May, 4 P.M.
SHANGHAI	"LINAN"	On 4th May, 11 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LIPTAN" and S.S. "SANUI."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"GUTHRIE"	On 4th May, 4 P.M.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A day qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING."
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 29th April, 1912. AGENTS. [8-608]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 30th April, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 3rd May, at 11 A.M.
"HAIRANG"	Capt. J. W. Evans	TUESDAY, 7th May, at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

HAINUN"	Capt. A. H. Stewart	WEDNESDAY, 1st May, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th April, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE

via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

TO SHANGHAI

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap
rates, Hongkong-Trieste Venices, £50 1st, £35 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE

S.S. "PERSEA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about
30th May.S.S. "CHINA," 11,000 tons, will leave for TRIESTE, FUMS and VENICE, via SINGAPORE,
PENANG, CALCUTTA, COLOMBO, ADEN, SUZ, PORT SAID, on 1st May, at Daylight.Those steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply toSANDER, WIELER & Co., Agents,
Princes' Building.

Hongkong, 29th April, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British
Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ANDALUSIA	1st May.
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S.S. BAYERN	6th May.
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S.S. ALESIA	24th May.
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S.S. Sogoria	4th June.
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For Further Particulars, apply to—	
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For ROTTERDAM, HAMBURG & ANTWERP:	
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S.S. O. J. D. AHLERS	4th May.
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For MARSEILLES, HAVRE & HAMBURG:	
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S.S. SACHSEN	5th May.
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For HAVRE, BREMEN & HAMBURG:	
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S.S. C. FERD. LAEISZ	12th May.
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For MARSEILLES, HAVRE & HAMBURG:	
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S.S. SITHONIA	30th May.
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For ROTTERDAM, HAMBURG & ANTWERP:	
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S.S. ARCADIA	27th May.
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For HAVRE, BREMEN & HAMBURG:	
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S.S. SCANDIA	7th June.
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For Further Particulars, apply to—	
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HAMBURG-AMERIKA LINIE,	
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Hongkong Office.	
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Hongkong, 29th April, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE:

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.SPECIAL BATES.—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG and HAIPHONG,
on WEDNESDAY, the 8th May, 1912, at 9 A.M.For Passage and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

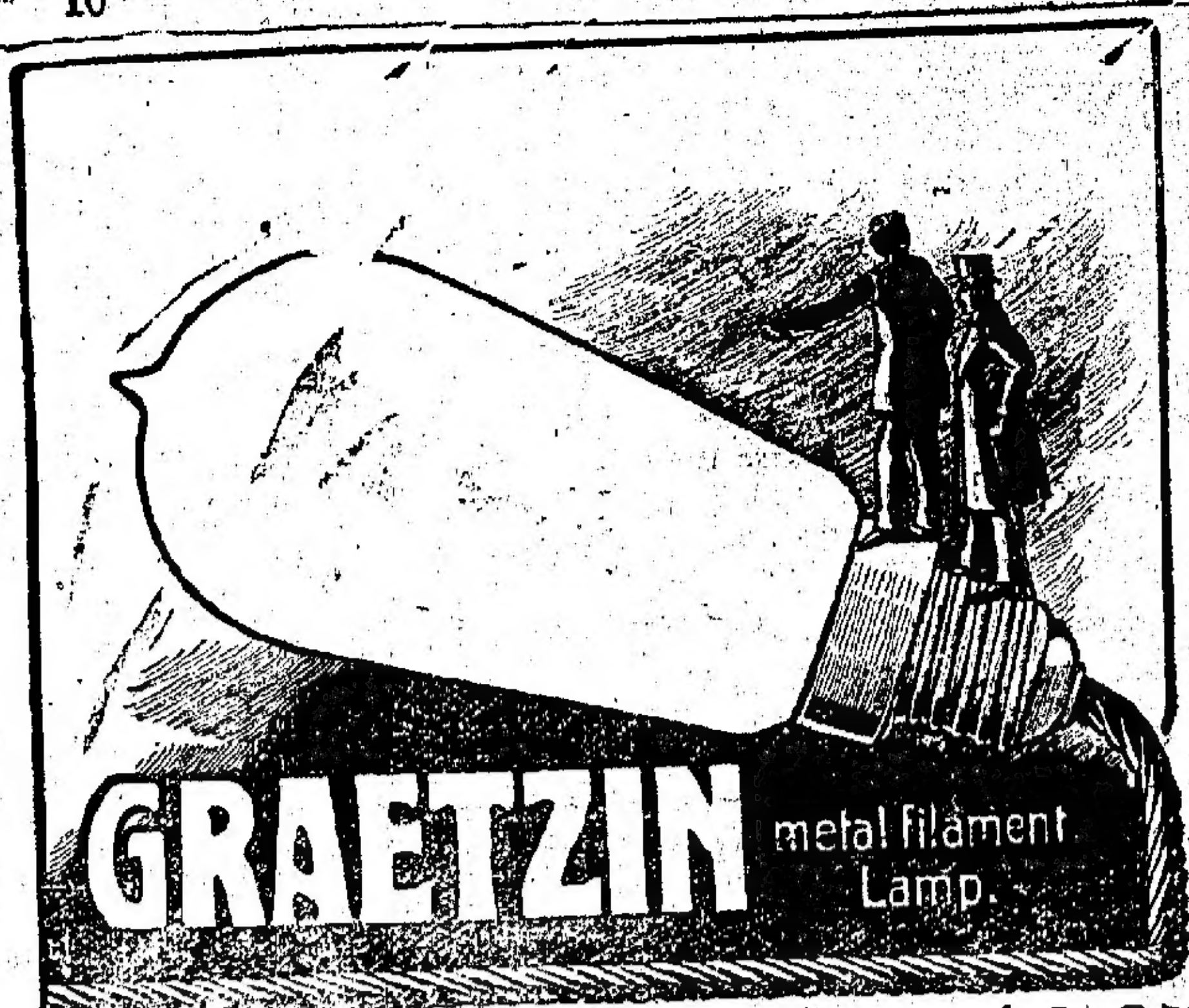
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada; also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	5,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	5,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	5,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, AND YOKO- HAMA	"PANAMA MARU"	5,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	5,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	5,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland and San Francisco:

From Hongkong, Shanghai and Keelung



ONE Price for 16, 25, 32 and 50 c.p.: **\$0.85**

REBATES FOR RETAILERS AND HOTELS!

70 Saving in Current 70%

Large Stock due here in about a fortnight.

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 26th April, 1912.

CH. WEISS, TROSSINGEN.
WEISS'S MOUTH ORGANS

ARE THE BEST!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 26th April, 1912.



Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 26th April, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE to EUROPE. Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Hupeh, Hunan and Tengkueh.

The Nippon, with the American Mail, is expected to arrive here to-morrow, at 8 a.m.

The Nippon, with the Siberian Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Hai Phong and Pakhoi ...	Mathilda ...	Monday, 29th, 9.00 A.M.
San Francisco ...	Dakota ...	Monday, 29th, 9.00 A.M.
Hai Phong and Pakhoi ...	Hanoi ...	Monday, 29th, 11.00 A.M.
Macao ...	Sui Tai ...	Monday, 29th, 1.15 P.M.
Straits, Ceylon and India via Bombay ...	Tosa Maru ...	Monday, 29th, 3.00 P.M.
Straits and Burma ...	Muttra ...	Tuesday, 30th, 10.00 A.M.
Swatow ...	Chongshing ...	Tuesday, 30th, 10.00 A.M.
Shanghai and North China ...	Washing ...	Tuesday, 30th, 10.00 A.M.
Japan via Moji ...	Kunzeang ...	Tuesday, 30th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONKONG, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE, via SIBERIA) ...	Manchuria ...	Monday, 29th, 10.00 A.M.
Shanghai, North China, Japan via Moji, Canada and Tacoma ...	Sui Tai ...	Tuesday, 30th, 1.15 P.M.
Macao ...	Tammy ...	Tuesday, 30th, 3.00 P.M.
PHILIPPINE ISLANDS, STRAITS, BURMA, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Kioist ...	Tuesday, 30th, 3.00 P.M.
Straits, and India via Calcutta ...	China ...	Tuesday, 30th, 5.00 P.M.
Swatow ...	Haiman ...	Wednesday, 1st, 10.00 A.M.
Macao ...	Sui Tai ...	Wednesday, 1st, 1.15 P.M.
Swatow, Amoy and Formosa ...	Haiman ...	Wednesday, 1st, 3.00 P.M.
Philippine Islands ...	Bubi ...	Wednesday, 1st, 3.00 P.M.
Hokow, Hai Phong and Pakhoi ...	Sungkiang ...	Thursday, 2nd, 11.00 A.M.
Amoy and Formosa ...	Kioist ...	Thursday, 2nd, 3.00 P.M.
Wenhwei, Chefoo and Tientsin ...	Kioist ...	Thursday, 2nd, 3.00 P.M.
Shanghai and North China ...	Haitan ...	Friday, 3rd, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow ...	Tylofop ...	Friday, 3rd, 11.00 A.M.
Batavia, Samarang and Sourabaya ...	Hepang ...	Saturday, 4th, 1.00 P.M.
Straits, and India via Calcutta ...	Yuenang ...	Saturday, 4th, 1.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand ...	Guthrie ...	Saturday, 4th, 3.00 P.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MANCHESTER (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Ville de la Ciotat ...	Tuesday, 7th, 10.00 A.M.
Late Letters 11.00 A.M. to NOON Extra Postage 10 cents		

COMMERCIAL

CLOSING QUOTATIONS.

April 27th.	
ON LONDON:	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	2
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 4 months' sight	2 1/2
Credits, at 4 months' sight	2 1/2
Documentary Bills 4 months' sight	2 1/2
ON PARIS:	
Bank Bills, on demand	252 1/2
Credits, at 4 months' sight	257 1/2
ON GERMANY:	
On demand	205
ON NEW YORK:	
Bank Bills, on demand	48 1/2
Credits, at 60 days' sight	49 1/2
ON BORNEO:	
Telegraphic Transfer	149 1/2
Bank, on demand	149 1/2
ON CALCUTTA:	
Telegraphic Transfer	149 1/2
Bank, on demand	149 1/2
ON SHANGHAI:	
Bank, at sight	73 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA:	
On demand	98 1/2
ON MANILA:	
On demand	98 1/2
ON SINGAPORE:	
On demand	98 1/2
ON BATAVIA:	
On demand	120 1/2
ON HAI PHONG:	
On demand	11 1/2 p.m.
ON SAIGON:	
On demand	11 1/2 p.m.
ON BANGKOK:	
On demand	73 1/2
GOVERNMENT Bank's Buying Rate	\$9.95
GOLD LEAF, 100 fine, per oz.	\$52.50
BAR SILVER, per oz.	28

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces
Chinese	10 " "
Hongkong	20 " "
Hongkong	10 " "

MAILS VIA SIBERIA

London	Shanghai
April 10th.	April 26th

SHARE LIST.—QUOTATIONS. HONGKONG, APRIL 26th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$845, sellers
China Borneo Company, Limited	60,000	\$12	all	\$109, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.40, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, sal. & buy.
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 89
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sales
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$212, buyers
DOCK AND WAREHOUSE.				
Hong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57 1/2, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$52	all	\$46 1/2, sellers
New Amoy Dock Co., Limited	10,000	\$52	all	\$64, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 84
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$42, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$23 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$109
Manila Metropole Hotel Limited	8,000	\$25	all	\$68, buyers
Hongkong Ice Company, Limited	15,000	\$25	all	\$205
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$18
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$44
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$20	\$210, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$165, div.
Hongkong Fire Insurance Co., Limited	9,000	\$250	\$50	\$345, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145
Union Insurance Society, Limited	12,400	\$250	\$100	\$815, div. sal.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$210, Ex. 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$107
Kowloon Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sal. & sel.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54, sales
Maatschappij tot Mijs. Bouwen en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 70, buyers
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	38 1/2, sellers
Tromps Mines, Limited	160,000	\$1	all	7 1/2, buyers
Heeswood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	5 1/2
Barrat Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4.65, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2, sales
Philippine Co., Limited	50,000	\$10	all	\$120, buyers
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$34, buyers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$22, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$70, L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$27.15
Star Ferry Company, Limited	2,500,000	\$1	all	\$112 1/2, sellers
South China Morning Post, Limited	10,000	\$10	all	\$32, buyers
Steam Laundry Company, Limited	10,000	\$10	all	\$20, buyers
SCORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$63
Watkins, Limited	10,000	\$10	all	\$3
A. S. Wilson & Co., Limited	90,000	\$10	all	\$54
Teleman, Limited	3,000	\$10	all	\$15, buyers
Grande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$40, sales
Hongkong Steel Foundry Co., Ltd.	45,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 shares	\$10	all	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$500
RUBBER.				
Para Rubber in London	Daily Wire			4/9 per lb. quiet
LOANS.				
Chinese Imperial 1886	Amount	Value	Interest	Quotation.
	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SYMTH, Share Brokers
TO-DAY				
Noon.—Extraordinary General Meeting of The Hongkong and Whampoa Dock Co., Ltd.				
3 P.M.—Auction of Crown Land at Leighton Hill, by Public Works Dept.				
3 P.M.—Auction of Crown Land at Inland Lot No. 1876, by Public Works Dept.				
9 P.M.—The Great Raymond at the Theatre Royal.				
TO-MORROW				
11 A.M.—Extraordinary General Meeting of Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd., at the Office of Messrs. Jardine, Matheson & Co., Ltd.				
FORTHCOMING EVENTS.				
Tuesday, 30th April.—Twenty-Second Ordinary General Meeting of The Yangtze Insurance Association, Ltd., Shanghai, 4.30 p.m.				
Wednesday, 1st May.—Farewell Concert to Mrs. Gordon at Volunteer Headquarters, 9.15 p.m.				
Saturday, 4th May.—Twenty-Third Ordinary General Meeting of The Hongkong Electric Co., Ltd., Noon.				

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